

CONNECTICUT MARITIME COALITION



28 February 2011

Co-Chairman Gary D. LeBeau
Co-Chairman Jeffrey J. Berger
State of Connecticut
Commerce Committee
Room 110, Capitol Building
Hartford, CT 06106

Dear Co-Chairman LeBeau & Co-Chairman Berger,

We fully support S.B. No. 1067 (RAISED) An Act Concerning The Creation Of A Quasi-Public State-Wide Port Authority.

Connecticut's three deep water ports are an extraordinary and uniquely valuable asset. New London and Bridgeport for which regularly provide critical regional transportation for cars, trucks, passengers and goods as a significant part of those ports' trade—and petroleum, crude materials and chemicals which make up a key part of commerce for the deep water port of New Haven.

New Haven, one of two home ports for petroleum shipping in Connecticut, handled over 7.8 million short tons of petroleum products in 2009. That port also landed from ships some 944,000 short tons of crude materials, and chemical cargoes weighing 562,000 short tons in that year. New Haven was responsible for over 50 per cent of the state's water borne commerce into its three ports in 2008, but far less of a percent of the total commercial shipping into and out of Connecticut by rail, trucks on roads, and air shipments combined.

In total, Connecticut's maritime industry accounts for \$5 billion in annual business output, \$2.7 billion in State GDP, \$1.7 billion in household income and more than 30,000 jobs.

We fully support a State-Wide Port Authority to coordinate and facilitate state investment and appropriate entrepreneurial activities at each of the state's deepwater ports. Limitations of channel and harbor depth, pier facilities, rail head connections, and modern warehousing with material and cargo handling facilities are all at issue.